AeroSafe

The Aeronautical Newsletter of the

Seattle Flight Standards District Office

1601 Lind Ave., SW, Suite 260
Renton, WA 98055
www.faa.gov/fsdo/seafsdo

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THE TFRs ARE ALIVE AND WELL!!!

We are delighted to say that the restrictions known as Enhanced Bravo Airspace have been eliminated. **But Temporary Flight Restrictions are still very much alive and treacherous!!!**

When Enhanced Bravo Airspace and the Temporary Flight Restrictions (Temporary Restricted Areas) were created shortly after September 11, we had a number of unauthorized encounters. Then the word got out and the unauthorized encounters virtually stopped. You did a great job!!! Congratulations, and thanks!

Then, in December the Enhanced Bravo Airspace was eliminated. For joy! Pilots got their airspace back!! Time to celebrate!!!

But shortly thereafter, far too many pilots, who did not have authorization to do so, were again penetrating the Temporary Flight Restrictions. In one week we had four such unauthorized penetrations. It began to look to us as though many pilots had come to the mistaken impression that in addition to the Enhanced Bravo Airspace being eliminated, that the Temporary Flight Restrictions were eliminated also. **Not true! The Temporary Flight Restrictions are alive and well and just waiting to snare the unsuspecting pilot!**

The pilots who had done the unauthorized penetrations were not terrorists, and they had no intentions to do bodily harm to any of the protected installations. They had simply made human errors and mistakenly penetrated the airspace.

The part that breaks our hearts is that high level national security organizations have determined that these pilots have their pilot certificates suspended or revoked! The working FAA Inspectors have no choice but to process the cases for certificate action.

Revocation means that the pilots loose their flying privileges for a minimum of one year. Then, after being grounded for a year they can reapply for certification. Reapply for certification means that although you do keep your logbook and any flight time contained therein is still valid flight experience, you must retake and pass any and all written tests and flight tests to get your certificate back.

Contrary to popular belief, we don't want to take your pilot certificate away from you. We don't get any pleasure from doing that. We truly would much rather see pilots flying than to see them grounded. But in the case of unauthorized penetrations of Temporary Flight Restrictions we are given no choice but to initiate certificate action.

At press time (February 6, 2002) the entire United States had 27 such TFRs. Of those 27, 4 are located in western Washington, and one is in Oregon. The Washington locations are Port Townsend, Everett, Bremerton, and Bangor.

So, please, **please**, **please** study the NOTAMS covering TFRs prior to every flight. The information is available through the Flight Service Station, at AOPA.org, at EAA.org and at a number of other sites. TFRs can spring up at moments' notice. That's why we encourage you to check prior to every flight. Pinpoint the location of the TFRs on your sectional. Put an X on the chart. Put a circle on the chart. Color the circle with a highlight marker. Be super aware of landmarks and your exact location. Make sure you maintain a healthy distance from the TFRs. Notice that all TFRs are NOT the same size. Their radii and heights are different. Do what ever you have to do, but please avoid the Temporary Flight Restrictions. When flying in close proximity to TFRs, tune a radio to 121.5 (if you can). Honest, we don't want your pilot certificate back.

CHARTING ERROR

The magnetic variation of the Seattle VORTAC was recently checked and changed from 22 degrees east variation to 19 degrees east variation. The changes have been made to all of the charts **except** the new Seattle Terminal Area Chart (TAC). On the Seattle TAC the airway radials are properly changed, but the radial lines that define the boundaries of Bravo Airspace did **not** get changed. To correctly navigate the various boundaries of Bravo Airspace defined by radials from the Seattle VORTAC, 3 degrees must be **added** to the radials published on the TAC. For example, the 300 degree radial depicted on the chart from Winslow to the northwest should have been charted as the 303 degree radial. The lines did not move geographically because the latitude/longitude coordinates for the lines did not change. Only the radials that define the lines in magnetic terms need to be changed. Again, the radials defining the airways are correct.

The Aeronautical Chart Bulletin section in the back of the Airport Facility Directory should be consulted for the official wording of the correction. In the meantime, grab a good pen, make the changes on the current chart you use, and you are good to go. The corrections will be made on the next TAC edition, June 12, 2002

WINGS

The FAA's Pilot Proficiency Awards Program (WINGS), is an excellent way to brush up on the essentials of flight. With WINGS we are encouraging pilots to establish and maintain their own annual refresher training program. WINGS is a voluntary program, you participate only if you choose to. But if you complete WINGS, you have automatically fulfilled your Biennial Flight Review responsibilities, and you receive a pair of wings similar to military flying wings. Also, there are aviation insurance companies who will give you a break, because there is no question, those who do annual refresher training are a better risk than those who do not..

To qualify for your WINGS you must attend a FAA sponsored safety seminar and get three hours of refresher flight training from the instructor of your choice. For airplane pilots, the three hours of training include one hour of landings, one hour of instrument (either in an airplane or in a simulator), and one hour of maneuvers.

We have the same WINGS for pilots of helicopters, sailplanes, ultralights, and balloons. The three hours of flight training are modified to suit the type aircraft.

WINGS WEEKENDS

WINGS Weekends consist of on-sight seminars, and flight instructors who have volunteered to provide the three hours of instruction at no cost to you (you must provide the airplane). We encourage participating pilots to consider tipping their volunteer flight instructors. At a WINGS Weekend, you can show up, attend a seminar, get the refresher flight training, and wear your Wings home. ***To participate as a pilot, you must be current and qualified to act as pilot in command because you will be the pilot in command, and the instructor will not!!!***

Thanks to the enthusiasm and hard work of our friends at the Paine Field Chapter of the Washington Pilots Association, a Wings Weekend is planned for Everett on April 27 and 28. The contact person is Tony Crisswell at:

tcris52@msn.com

Additionally, a one day WINGS event will happen at the Arlington Airport on May 18. The contact person is Denise Forney at 360-403-3471.

Maintaining the ratio of pilots to flight instructors is critical, so ***PRE-REGISTRATION AT BOTH EVENTS IS MANDATORY!!!*** Whether you are a pilot looking for training or a flight instructor willing to volunteer, please contact the people listed above.

PRACTICAL DENSITY ALTITUDE

This is the final installment of this series of hints and tips taken from the safety seminar presented by Kurt Anderson, Inspector for the National Transportation Safety Board, and a certified flight instructor. Based in Seattle, Kurt has been investigating airplane accidents for 15 years. He has taken a personal interest in density altitude accidents because in the seven northwestern states (not including Alaska) density altitude is the number one cause of fatal general aviation aircraft accidents.

Whenever we have a density altitude accident in which the pilot survives, Kurt interviews them to determine just what they were thinking during the moments leading up to the accident. Through this process, Kurt has identified Nine Deadly Sins of density altitude. Here is the last one.

Know the proper techniques for making obstacle takeoffs and for making soft field takeoffs in the airplane you are currently flying, at the density altitude you currently contemplating, and **NEVER** combine the two unless your airplane is turbo charged or turbine powered. We know there are numerous instructors out there who routinely combine obstacle takeoff techniques with soft field takeoff techniques to save time during training. We wish they wouldn't, but in actual density altitude situations, **NEVER** combine the

two in a normally aspirated, piston engine airplane.

The problem our fellow pilots are (literally) running into is taking off in high density altitude situations with the need to climb over some obstacle. The obstacle may be a 100 foot tree at the departure end of the runway. Or it may be a 100 foot tree on top of a 100 foot hill located a quarter of a mile past the departure end of the runway. Or it may be a 100 foot tree located on top of a 1,000 foot mountain four miles from the departure end of the runway. In any case, typically the problem is **not** that the length of the runway is short, the fatal problem is the need to out climb an obstacle. So, for the purposes of this article we are talking about obstacle clearance takeoffs and **NOT** minimum ground run takeoffs.

The problem is that most airplanes in actual soft field situations, call for the use of some flaps. The use of flaps help get you off the ground quicker, but in high density altitude situations the drag from those flaps will seriously hinder your efforts to climb over the obstacle.

Also, it is critically important to be able to recognize a soft field when you see one. Simply being unpaved does NOT make it a soft field. Soft field means the tires are sinking into something, like mud, or plowed earth, or snow.

But most mountain strips are not actually soft and it is a mistake to use soft field technique when obstacle clearance is a concern. If you are taking off from an airport with rocks, ruts and serious bumps, it might very well be smart to lift the nose enough to extend the nose wheel strut, but any more than that is not necessary and will only serve to increase drag and runway used.

For obstacle clearance takeoffs, follow the advice of your airplane manufacturer, which for the vast majority of non-turbo charged airplanes means flaps up and climb at best angle of climb speed **for the density altitude** (see September, 2000 AeroSafe).

If you ever find yourself in an actual soft field situation in which obstacle clearance is a concern, seriously consider removing the wings and trucking the plane home.

The entire series of Practical Density Altitude is available on our Home Page at:

www.faa.gov/fsdo/seafsdo

Click on "continue" then click on "enter the web site" then look at the top of the page for "AeroSafe Newsletter". The series is buried in previous issues of AeroSafe dating back to September, 2000.

Also, Kurt Anderson's seminar is available on video tape. To get one, send a VHS video tape, T-120 or higher, to FAA Scott Gardiner, 1601 Lind Ave. SW, Suite 260, Renton, WA 98055. Scott will copy the seminar onto your tape, and return your tape at no cost to you (well, you pay for the service every April 15).

One word of caution. We recorded Mr. Anderson's' seminar using a home quality camcorder. Mr. Anderson uses an overhead projector, which throws humongous amounts of light onto the screen. So much light that it over powers our camcorder. As a result, you'll only see about half of the data projected onto the screen. To compensate, when we return your tape, included in the package will be 8.5 by 11 paper copies of all of Mr. Anderson's slides. We guarantee your video tape will NOT be Hollywood quality. The original isn't either. But between the tape and the paper copies you will get the entire message. And it is a truly powerful message – the inside scoop on what is causing our most popular fatal accidents, delivered by a man how knows and who can teach.

Thanks Kurt.

FSDO OFFICE VISITS

We continue to experience security lock down here at the FSDO. We have freed up some parking spaces and you will most always find parking in the FAA Building lot. You will still be met at the front door by a security guard, and you will still need to show picture ID (driver's license works best). You will still need to be escorted as you move through the building so, we still require you to phone ahead for a reservation so we can have an escort available. We see no change in this requirement in the short term.

NOISE ANNOYS

Renton Airport and seaplane base have recently enacted some new noise abatement procedures. They are simple to comply with and won't add any time to your flight. The procedures are available from any of the aviation businesses located at the airport and from the Airport Manager. We strongly encourage you to acquire a copy and work the procedures into your normal habits at Renton. Remember, noise annoys. Please do what you can.

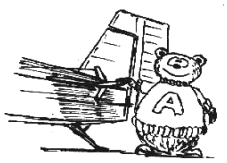
ADDRESS CHANGE?

The address list is stored in a BIG computer at the Home Office in Oklahoma City. They are the ones to notify of any address changes so we can continue to bring you AeroSafe and other good stuff.

FAA Airman Certification Branch
Box 25082
Oklahoma City, OK 73125

AEROSAFE

May you always find VFR and tailwinds



A Bearly Able Publication